

July 25, 1996

MEMORANDUM

From: Operations Officer, Commander Patrol Wing FIVE
To: CINCLANTFLEET Duty Officer

Subj: VP-26 DATA PACKAGE FOR EVENT BK-174 (VP-26) OF 17-18 JUL 96

Ref: (a) PHONECON CPW-5 OPSO/CLF CDO 2135 (L) 25 Jul 96

Encl: (1) VP-26 CAC-6 Mission Commander Memo on SAR Assistance
dtd 19 Jul 96
(2) CPW-5 Memo on Data Package Chain of Custody dtd
20 Jul 96
(3) CPW-5 Memo on Data Package Chain of Custody dtd
22 Jul 96

1. As discussed in reference (a), enclosures (1) - (3) are submitted. Enclosure (1) is the chronology prepared by the aircraft commander and FEDEXed to the NTSB 24 Jul 96. Enclosures (2) and (3) were sent to the FBI Command Post at Long Island when the crew went to Long Island McArthur Airport for FBI interviews 20 Jul 96.

2. A more complete data package will be provided 26 Jul 96. A VP-8 aircraft will be at NAS Norfolk, LP-1 at approximately 1130-1200 local. Crew will deliver another copy of enclosure (1) on floppy disk, a standard VHS tape of infrared recording made of the crash site 17 Jul 96, a 3.5 inch floppy with aircraft positional data and software to display and print same and an instruction manual for the DOS aircraft data program. All data is UNCLAS. The CPW-5 Watch Officer will contact the CLF CDO upon aircraft launch from NAS Brunswick.

3. If additional information is required, please contact either the CPW-5 Watch Officer at (b)(6) or the CPW-5 Operations Officer at (b)(6)

(b)(6)

OPTIONAL FORM 35 (7-90)

FAX TRANSMITTAL

To: (b)(6)	From: (b)(6)	# of pages: 6
CINCLANTFLT CDO	CPW-5 CDO	
Dept./Agency CLF	Phone # 221 7-00	

Copy

19 July 1996

From: CAC-06 Mission Commander
To: Operations Officer
Subj: CAC-06 SAR ASSISTANCE

1. Enroute for a routine training flight on the night of 17 July 1996, Combat Aircrew Six responded to a radio call reporting an "explosion" off the Long Island coast. Diverting from its planned mission the crew placed a Navy asset on station and offered assistance to the SAR effort of TWA Flight 800.

2. Briefing at 1630(L) and after an uneventful preflight, CAC-06 took off on time from NAS Brunswick at 1930(L) for a routine training flight. The crew took off without any wing stores, bomb bay stores, or flares. The aircraft was loaded with a full buoy load and 4 SUS which were stored inside the aircraft in metal box. After their departure they discovered their Mode C (altitude reporting) would be inoperable for the entire mission. During the transit ESM and IRDS equipment was turned off. The radar was on but ineffective at our transmitting altitudes for distinguishing contacts. The radar was on for weather avoidance only.

3. At approximately 2045(L) the crew was transiting on the 236 Radial from the Hampton NavAid at FL 200 when they overheard an airliner report to ATC that they just witnessed an explosion in the air. Another airliner also reported seeing a descending "fireball" approximately 15 miles south of the Hampton NavAid on the 236 radial. The crew immediately asked ATC for validation of the occurrence. Approximate time line is as follows: All times local.

2047 The controller responded that some sort of airliner accident had just occurred. The crew then asked ATC for an IFR descent with a vector back to the reported explosion and if they could relay to the local Coast Guard that a Navy P-3C Orion is offering assistance.

2055 After descending IFR to 5000 feet with a vector to the reported accident the crew then went Due Regard. ATC relayed that the Coast Guard is requesting the Orion's assistance and for the crew to contact them on Channel 16.

2057 The crew was level at 5000 heading towards the Hampton 236 radial at 15 DME at 330 kts ground speed.

2059 The crew was passed 40 39.5N 072 38.4W on Channel 16 and was quickly at the SAR site at approximately 2103. Estimated duration from time of disaster to the crew's arrival is 15 to 20 minutes.

2104 The crew flew over the debris at 1500 feet. IRDS was on and recording the crash site.

2105: A-visual on a C-130 was made and radio communications were made on 307.8 (frequency relayed from Coast Guard on CH 16). The C-130 stated they were a Crash Rescue aircraft at 1000 feet and would perform the duties of Scene of Action Commander.

2107 The crew began a climb to 2500 feet for altitude separation at 2100.

2108 The crew continued climbing while circling the crash site. While in communications with the SAC, the crew offered life rafts, life vests, exposure suits and to perform the duties of a communications platform or search platform for six hours. However, the aircraft did not deploy any life rafts, life vests, exposure suits or any other type of survival gear.

2120 After less than one hour the Scene of Action Commander released the crew reporting they had enough air assets to conduct the mission.

2135 CAC-06 departed and continued their transit for their previously briefed mission. The crew conducted their briefed training for approximately three hours followed by a 0210(L) land time at NAS Brunswick.

4. The crew did not conduct any tactical evolutions while at the SAR site. Nothing internal or external of the aircraft was deployed while at the crash site. The recorded IRDS tape was turned over to the FBI on 21 July. The PPC spoke with (b)(6) (NYC ATC) and a FBI team on Thursday, 0730 18 July about what the crew witnessed. The entire crew was questioned by a FBI team at Long Island Jet Port (KISP) on 21 July. The PPC was interviewed by (b)(6) NORAD on Friday 19 July. (b)(6) estimates the crew flew over the TWA flight moments before the accident. He estimates the airliner was at 12,000 feet when they passed under the P-3C which was at 20,000. Estimates are that the two aircraft were heading in reciprocal headings with approximately 15 miles separation when the accident occurred. No members of the crew witnessed the actual accident.

5. Crew members on board that night included: (b)(6)

(b)(6)

and (b)(6)

Very Respectfully,

(b)(6)

July 20, 1996

MEMORANDUM

From: Operations Officer, Commander Patrol Wing FIVE
To: Special Agent Aldrich

Subj: CHAIN OF CUSTODY FOR EVENT BK-174 (17 Jul 96) INFLIGHT DATA
AND LOGS

1. Standard P-3 operations generate a variety of data packages that are used to conduct analysis of flight conduct and crew proficiency. These materials are classified SECRET, No Foreign dissemination (NOFORN), and are subject to standard Navy protection protocols. In normal practice, a variety of personnel will have access to the information. In-house access, while limited to need to know, does not require personnel to log their access to individual pieces.

2. The data package submitted contains all original materials generated in the course of the flight. Duplicates of the audio, infra-red (IRDS), and digital tapes, containing aircraft position, heading, altitude, and speed, and written logs have been made as the information contained is essential to the conduct of on-going operations.

3. The audio tapes are 28 track. The IRDS tape is standard VHS tape format but requires high definition displays to clearly show content. The digital computer data has been stored on a 3.5 inch floppy diskette. Software to extract and display this data is also provided. (b)(6) will provide a demonstration of program operation.

4. The following personnel had access to the various data packages that were copied. All personnel are attached to the staff of Commander Patrol Wing FIVE:

Name	Position	Access
(b)(6)	Operations Officer	Viewed IRDS tape, aircraft track data, written logs, mission summary message.
(b)(6)	Watch Officer	Coordinated all duplication efforts. Collected all original materials. Viewed IRDS tape.

Enclosure (1)

(b)(6)

Program Training Officer

Originally collected all mission logs and data packages. Reviewed audio tapes and aircraft position/track data. Courier for flight data package.

(b)(6)

Data extract processor

Created local file of the aircraft position/track data. Reviewed file.

(b)(6)

Data extraction

Loaded data extract tape into tactical processing system.

(b)(6)

Acoustic Analysis

Duplicated audio tapes.

(b)(6)

(b)(6)

Non-acoustic Analysis

Duplicated and reviewed IRDS tape.

(b)(6)

Classified Material
Custodian

Packaged material for shipment. Generated change of custody forms.

5. If further information or assistance in interpreting these data are required, please contact me at (b)(6)

(b)(6)

Enclosure (1)